

THE GREAT SNOW STORM OF 1856.

The Atlantic Coast from Hatteras to Halifax in a Snow Drift.

NEW YORK SNOWED UNDER.

Detention of the Mails all Over the Northern and Eastern Country.

EFFECTS OF THE STORM IN THE CITY.

Stoppage of the City Railroad Cars, and Mayor Wood's Action Thereupon.

Appearance of the City—Young America Jubilant.

Snow Storms in General—Their Good and Evil Effects—Theories Thereupon.

The snow storm that reached this city on Saturday noon continued to rage until next daybreak yesterday with great violence. This storm has been felt all along the Northern Atlantic coast, and is evidently one of those marked ones that occur only at rare intervals in our latitude; perhaps not over once in fifteen or twenty years. Indeed, it is doubtful whether any such storm has occurred since the time of old Gov. Peter Stuyvesant, twenty-five years ago.

Although this storm has not been of long duration in this city, it extended over an immense area of country. We have telegraphic dispatches, announcing the presence of the storm from all along the coast, from Washington City to Halifax, and no doubt but that the storm raged for nearly a thousand miles in a direct line, from North to South.

For some time past, it has been evident this storm has been brewing. The air was filled with moisture on the 2d and 3d inst., and the succeeding cold snap condensed the vapor into snow, and to this circumstance the storm of Saturday is due.

From the dispatches given elsewhere, it will be seen that this was the most severe storm felt at the Eastward for seventy years.

It is difficult to say to what depth the snow fell in this city, as it drifted from the house tops and window sills, and was piled up by the wind in the more exposed places to the height of five, six, and even eight feet. Good judges think that on a level it reached two feet; but of course most people have a tendency to exaggerate when any marked event of this kind occurs, and the majority of our citizens are of opinion that it was, at least, two and a half to three feet high. One enthusiastic young gentleman solemnly averred that he saw six feet on a level in Broadway on Saturday night; but as the feet had ankles attached to them, and belonged to three young ladies, his testimony did not amount to much.

By daybreak yesterday the storm had cleared away, and the temperature was much milder. The streets had a singular appearance, as the sidewalks were undistinguishable from the street, and not an indentation could be seen in any direction in the snow. During the day the sun shone down gloriously in a clear sky, casting a shaded and golden tint on the steeples, house tops and streets of the city.

The city railroad cars were the first to feel the effects of the snow. It was with the utmost difficulty the tracks could be kept clear during the afternoon of Saturday, and by ten o'clock in the evening the Fourth Avenue cars had stopped running. The Second Avenue cars next followed suit, then the Sixth Avenue, and finally the Third and Eighth Avenue lines gave up running, as all attempts to keep the tracks clear proved fruitless. The last mentioned cars stopped running shortly after midnight. People whose occupations kept them down town until after that time found it impossible to find conveyance to take them home, and much annoyance and difficulty was caused thereby.

Yesterday the city railroads, and those extending to the upper end of the island, were so completely blocked up, that nothing but snow ploughs, with twelve and fourteen horses attached, attempted to pass over them during the day. There was no attempt to open the Harlem road down town, but all others, we believe, were busy during the day endeavoring to clear the snow from their tracks, until stopped by the police, by order of Mayor Wood. On the Second Avenue the company succeeded in partially clearing one track about nine o'clock. A plough was started from 122d street about nine o'clock, and shortly afterwards a one horse car, drawn by four horses, made an attempt to follow it. A gentleman attached to this office, who resides in Harlem, and whose duty called him to the city, took passage in the cars, as it seemed the only chance of getting down town. The miniature car, behind the quadruple train, got along very comfortably over the track already broken through by the snow, but was totally regardless of the rails, and ran as though the distance off them as it did on them. On reaching Jones' woods, about three miles from Harlem, the plough was overtaken, it being so fast, although it had eight horses attached to it, and could go along no further without additional power. The horses which had brought the small car thus far were immediately detached and hitched on to the plough, when the cortege, which now consisted of ten horses, one pilot, eight drivers, two brakemen and one passenger, started on again, leaving the car alone in the woods, protected on each side by a snow bank five feet high. The remainder of the passage was performed at a very slow rate, but was attended with only one interruption, in the shape of an immense snow drift at Forty-eighth street at 1 o'clock, having been upwards of three hours in performing a distance of four miles. Rather slow work.

During the day attempts were made by the various railroad companies to clear the tracks, so that the cars could be run to day, when they were stopped by the police, at the instance of Mayor Wood, he having issued an order to the police in the various districts where the city and other railroad tracks pass through, informing them that they must not allow the railroad employees to shovel the snow off the tracks unless it is carried away to some proper place. The people would not submit to the companies piling the snow in front of their doors, hence the mandate of the Mayor.

However much the companies may object to this action of the Mayor, there is no doubt but that this will receive the sanction of the people. The practice of piling up the snow in the gutters from the centre of the street and the sidewalks cannot be too severely reprobated, as it renders the thoroughfares impassable, and puts carmen, hack drivers and others to an inconvenience they should not be compelled to suffer. It will be seen what the railroad companies will do to-day. Up to a late hour last night there was no manifestation on their part to comply with this Mayor's mandate. The patience of those who live up town and do business in the lower part of the city will be severely tested, if the cars are not running before noon to-day.

In Brooklyn the snow drifted in heaps of from three to seven feet in height, and where the wind had left sweep the streets were left bare. Travelling was impeded and the cars were stalled. The snow plough to clear the tracks was buried in an embankment in Myrtle Avenue, and had to be abandoned.

Notwithstanding the severity of the storm, but very little damage occurred to the shipping in our harbor, so far as heard from. From the fact of its having set in and then cleared away, the snow plough to clear the tracks was buried in an embankment in Myrtle Avenue, and had to be abandoned.

ing around, fell against the wrecking schooner Splendid, lying alongside the pier below. In dropping to leeward her stern cable checked her, so that she only struck the R. as she swung to, otherwise she would probably have sunk the schooner, besides receiving great injury herself. The snow seriously inconvenienced the milkmen, newspaper carriers and others whose business called them out early in the morning. These being no travel during the night, the horses found it impossible to proceed, as the snow in some places reached the breast, and those families who had not been provided enough to provide themselves with milk were compelled to take their coffee without it, a severe affliction to those who indulge in the extract of the berry that "cheers but not the taste."

As might be expected, this storm detained all the Northern and Eastern mails, and it will be several days before the tracks are in running order. The Sound boats, also, that should have arrived in the city early yesterday morning, did not reach their docks until late in the afternoon.

The regular mail train from Philadelphia, due at half-past nine o'clock P. M., yesterday, was detained all along the route by immense and almost impenetrable drifts of snow, so that it did not reach Jersey City until after 11 o'clock; and, having to slacken speed when just inside of the depot, it took one mile from the depot, in order to allow a New York and Erie Railroad train to pass, it was found impossible to proceed further. In vain did the engineer exert his powers to the utmost. The snow had drifted like an avalanche, and it was impossible to make any progress. Word was sent to the depot for aid, and four or five locomotives were sent out to their assistance; but up to a late hour the train remained immovable, and most of the passengers walked to the ferry.

The first of the snow storm, which was a heavy one, was the Hudson River Railroad, met with insurmountable Alpine barriers were frequent obstacles, where the slides of wind had piled up the snow; and after storming an almost insurmountable quantity of the snow, the train was brought to a dead stop near Fort Washington. The countenances of the passengers were agitated with dismay. Imbedded in the snow banks, after a long, tedious passage, and no prospect of provisions or sleds, and no chance of home. Visions of Arctic sufferings; reminiscences of Mr. Kane's hardships, endurance and expeditions for relief, combined with recollections of the Hesperia's recent graphic account of the rescue of the Resolute, all combined to render them more acutely sensible of their woful plight. At length word was sent to Cambridgeville, and the locomotives went out to try and dig out the train. Several barrels of crackers and cheese were also provided by the munificence of the railroad company for the relief of the discomfited passengers. Our informant left them in this interesting condition—the locomotives making fierce attacks on the snow banks without effecting much execution, and the passengers, with astonishing success, voraciously devouring the crackers and cheese. In the meantime, he, with about ten associates not having the fear of the Maine Liquor law before their eyes, and desirous of getting thoroughly thawed out, made their way through the snow drifts to the nearest tavern, upon leaving which it was ascertained that there was nothing to drink left in the house. They fortunately succeeded in procuring a small quantity of beer, and just large enough for them to stand upon, and having satisfied their voracious demands of the proprietor, they eventually were driven to the city, having made the passage from Albany in about twenty-one hours. The remaining passengers were subsequently brought down in sleighs, and arrived about two hours later.

Notwithstanding the annoyance to the travelling community this storm has caused, it has not been without delight by thousands of thoughtless pleasure-seekers, who only see in it another carnival, another opportunity for a foot frolic on the avenues and riding grounds adjacent to the city. A surprisingly large number of fancy teams were out yesterday gaily adorned, and to-day they will fully swarm along the road. A great snow storm in this city seems to afflict our people with a kind of insanity, and the same of madness appears to be driving some of our best to within an inch of his life, and making all sorts of absurd demonstrations in the snow.

This may all be very true to those who like it, but the fact is, a snow storm in a great city like this is a serious annoyance, and causes no little suffering. Mechanics who work out doors are compelled to suffer their labor; those who live up town, and do business in the lower part of the city are greatly inconvenienced; and the thousands of poor people who gather chips from buildings and overhead cable boxes and barrels for fuel, are compelled to suffer all the pangs of cold, as well as those of hunger, until the snow melts from the streets, and they can once more pursue their avocations. Indeed the only persons who really benefit by these sleighing parties are the heavy stable keepers, and the "border ruffians" on the outskirts of the city, who keep drinking saloons for the crowd people who patronize the road. Then the poor horses have to suffer—indeed, the damage to horseflesh is incalculable, at a season such as the present. There is no question but that a great snow storm, in a great city, is a great humbug and nuisance.

Yet it cannot be said that this is the case in the country. A snow storm tends to warm the atmosphere after a severe frost. It acts in this way. A cold wind stirring a body of humid air condenses it, and it falls in the form of snow, but it is marked that while this process is going on the vapor gives out the latent heat it held, as it were, in solution. Every drop of water before it is changed into snow or ice, has to part with 140 degrees of latent heat, while sensible heat is lost to 22 degrees. Thus a fall of snow decreases the latent heat of the air, and on account of giving out so much heat, the same cause has the effect of prolonging the winter, as the ice that forms must receive back its latent heat from the atmosphere before it turns to water.

Snow also is a great blessing in Northern countries, as it manures certain kinds of soil, and acts as a covering to prevent the frost from striking into the earth and so destroying the winter roots and grain. In its fall also it purges the atmosphere of its impurities, and carries large quantities of ammonia to the soil, thereby enriching it. Its effect on men and animals is so varied to be most surprising. A dog will gambol for hours in the falling snow, while sensible beings—men laughing, gleeful children, to old, old age—become smitten with a kind of pleasurable phrensy, and indulge in all manner of out-door sports.

This storm will have a most beneficial effect on the timber land in the Eastern States. Huge trees are felled on the mountains, and the cost of transporting them to the seaports is much lessened by the facilities afforded by sleds when snow is on the ground; also, in many places along the Northern section of our country, where the cold lately has been very severe, the presence of snow will ensure the farmer against the danger of losing his wheat. It will also make game abundant, and we may soon expect to see venison and wild fowl in market in great quantities. The snow drifts covering up the retreats of the wild animals, make them an easy prey to the hunter. Deer are very easily caught, as their sharp hoofs cut into the drift at every bound, and the Indian and hunter can easily overtake them with their snow shoes.

There is one cruel and wasteful trait in our national character that should be here mentioned. It is the wholesale manner in which we destroy game. It is often done from sheer wantonness, without any necessity for it whatever. In the year 1832, a great snow storm occurred in Virginia, and as usual immense quantities of game were killed. So great was the havoc among the pheasants that the species almost became extinct in the State, and it was eight or ten years before it again became plentiful. Such wholesale barbarity is shameful, wasteful and ridiculous excess.

The occurrence of a great storm like that of Saturday naturally sets people speculating as to the cause that produces these phenomena. As yet all we know is, that inviolable laws govern them; and although they have not been described with the same accuracy as in other meteorological sciences, there are still some indications of their general tendencies. We know that a great snow storm never comes from any other quarter than the Northeast. This is due to the warm vapors that are wafted on our shores from the Atlantic; and when they are met by the cold northerly wind, prevalent at this season of the year, the condensation already described takes place and a snow storm is the result. Let but the

wind change to the west for about an hour, and the snow storm is changed to rain. It will be observed that these meteorological storms, generally begin at the Southwest and travel Northward. Thus the storm of Saturday commenced in Washington early in the morning, and did not reach this city until noon. There is one simple fact that has puzzled philosophers sadly to explain, and that is why water turns white when it takes the form of snow. This is yet an open question, as are also the processes by which the various colors are produced in flowers. Without pretending to explain the mystery, we leave it to such of our readers as are of a speculative turn of mind.

THE NIGHT AND THE STORM ON THE ARAGO—HER APPEARANCE FROM THE DOCK, &c.

The Arago was near Sandy Hook, when the increasing violence of the storm and the gathering darkness compelled her to put back to sea for safety. Having taken her position beyond the danger of breakers and bars, she was kept with her head to the wind, under a light pressure of steam during the night; and so admirably did she ride out the night long wave of the elements, that the passengers enjoyed their evening amusements of reading, music, whist, &c., as usual, and slept as soundly, (the knowing ones at least,) and with the same sense of security as if the ship was traversing a calm summer sea under the full bright light of the harvest moon. As she came steaming up to her dock through the floating ice of the Hudson yesterday, we noticed that, among the persons collected on the dock awaiting her arrival, such remarks as these formed the staple of the conversation:—"tell you she has had a tough time. See how she is creaked up all snug and tight, with her yards close to the wind like a weathercock." "She looks as if she had had broadside on, from the sheet of ice that covers her." "She ought to stand formally high out of the water." "And why not?—guess she has burnt out her boiler, or a hundred tons of coal extra, to say nothing of the extra tons of provisions consumed by the passengers." "Well, the don't seem to have many passengers aboard." "They haven't come up yet—they are down below fixing for Sunday, fixing their baggage and all that. Wait till she gets to the dock. You will then see the German ladies pouring out of her as if they were coming from a grand lager beer celebration at Coney Island." "German! why the ship's from Havre, and that's in France, ain't it?" "In course it is; but it is a fact that Havre is the place where all the German's come from who have any extra gold and silver. Now they get it in one of my business, and I have to object to their having it. Rather they would have it. It's so much for us in the long run." About half-past two, with the assistance of Capt. Rynder's and the Custom House officials on hand, we boarded the ship as she touched the dock; and were detained on board till past four, the officers and ship's crew meantime being hard at work in steaming and warping her in. The Arago is indeed a noble vessel; a small mountain in size, and a floating fortress in strength, as her perfect soundness in wind and limb, after one of the very stormiest passages on record, will attest.

The storm of Saturday night interrupted travel upon the railroads terminating in Jersey City. The train which left Philadelphia for New York at 5 P. M. on Saturday, got through at 11 1/2 o'clock to a point within the limits of Jersey City, nearly a mile from the depot, where the track is fenced in. The mails and passengers left the train there, and it remained until next afternoon, when it reached the depot.

The train which left Jersey City for Philadelphia, reached Burlington, where it was obliged to come to a halt.

The train which left Jersey City at 6 o'clock last evening, had arrived at New Brunswick at 9 o'clock, and the train from Philadelphia had then reached the same point. Both would reach their destination at midnight.

No train had reached the depot in Jersey City on the New York and Erie Railroad, yesterday, up to 10 o'clock last night. One train was in the cut at Bergen all night. Last evening two or three trains were there waiting, hindered by one of them being off the track. The road was more or less blocked up through the entire route, but men were at work on the different sections clearing the track. It is probable that before night the trains upon this road will be moving, and the road open to its whole length.

THE COURSE OF THE STORM.

DETENTION OF THE MAILS—UNPARALLELED SEVERITY OF THE STORM AT THE EASTWARD.

WASHINGTON, Jan. 6—P. M.

It is snowing fast here, with the prospect of the storm continuing through the night.

WASHINGTON, Jan. 6, 1856.

About eight inches of snow have fallen here upon a level. The weather is now clear. No New York mail has been received since Saturday morning. The Philadelphia morning mail of Saturday arrived here at 1 o'clock this morning.

BALTIMORE, Jan. 6—P. M.

It has been snowing here without intermission since half-past 5 o'clock this morning. The weather is very cold.

BALTIMORE, Jan. 6, 1856.

No trains have arrived here from Philadelphia or the West. The roads are all blocked up with snow.

We had a severe snow storm here to-day. The snow is several inches deep. A high wind is now blowing.

PHILADELPHIA, Jan. 6, 1856.

All the mails are delayed by the storm. The Pilot line from New York last night arrived at noon to-day. The Baltimore train of last evening arrived this afternoon, twenty-nine hours behind time. It brings no Washington mail. The train which left Lancaster yesterday afternoon ran into a snow bank sixteen miles from Philadelphia, and could not get any farther. Some of the passengers were brought in by sleighs to-day.

NEW HAVEN, Jan. 6, 1856.

The train from New York due here at seven o'clock last night did not arrive until one o'clock this afternoon. The canal road cars of Saturday night were fast in the snow at Plainville to-day, with sixty passengers, out of five and provisions.

SPRINGFIELD, Jan. 6—11:30 P. M.

It has been snowing here since 4 P. M. and about four inches of snow has fallen. Weather very cold and windy.

SPRINGFIELD, Jan. 6—P. M.

A foot of snow in this vicinity fell last night, and drifted badly. The afternoon train from New York yesterday was not yet arrived here. All the roads are blocked up.

BOSTON, Jan. 6—11:30 P. M.

Wind blowing a gale, and snowing hard.

Dramatic and Musical Matters.

At the Broadway Theatre, during the week, "King Charming" has been played every night, and it seems to grow in favor with the public. Certainly, no more splendid spectacle ever was presented to the American public. The concluding scenes of the first and second acts are *Charm's* *Charm's* of stage effect. This evening, "King Charming" will be given, with a new extravaganza, called "Catching a Merman," in which Chapman has a great part. Mr. Blake seems determined to keep up the fire of novelties, and underlines a new drama of novel construction.

The Vauxhall, under Miss Laura Keane's capable direction, flourishes bravely. The events of the week have been the production of "Hanks and Faces," in which Miss Keane played Peg Woffington capably; and the domestic drama, "Time This All." To-night a new drama is announced: "King of the Court and the Queen of the Market." All the talent in the company is embraced in the cast, and we may expect something new.

At NIMROD'S GARDEN, the Revels give to-night, first time this season, the pantomime of "Rosalind." Miss Robert appears in the new ballet, "Zorina." At BURTON'S THEATRE, "New Year's Eve," "Burton's Directory," and other light pieces, have run well. The above named pieces will be given this evening, with the farce called "Heads or Tails," in which Mr. W. Reynolds will make his first appearance here.

At WALLACE'S THEATRE, "Po-ca-hon-tas" is still the rage. It will be acted again this evening, together with "The Little Treasure." The manager has made this a juvenile night, and the performance of the above named pieces will close at ten o'clock.

At the BOWERY THEATRE, this evening, Buckston's clever drama, "Victorio," is announced, with Mr. and Mrs. Ward in the leading parts. Mr. Ward's benefit is announced for Tuesday.

Excellent performances are announced at Wood's and Buckley's Minstrels this evening. Wood's "Sambo's Dream," and Buckley's "Shakespeare in twenty minutes."

Mr. MORGAN, the able organist of Grace Church, announces four "piano-forte recitals" at Delworth's rooms, the first to take place on Tuesday morning next.

There is a series of entertainments at the Blacker Building, commencing this evening. The first will be given by the "Book Club," which will give an entertainment at the Chinese Assembly Rooms on Thursday evening.

PHILADELPHIA, "Fortunio," with Mr. John Drew, Mrs. Sefton, and other clever people, has been drawing well at the Walnut. "The Comedy of Errors" is in active preparation at the Walnut. John Drew will play the two Dromios, and Miss Lizzy Weston and Mrs. John Drew the Antipholuses. Welsh's National Tourist, a ballet corps—Misses Zoe, Schmidt, Theres, &c.—is the latest attraction. Mr. Sandford, the manager of the American Opera House, gave five thousand leaves of bread to the poor on New Year's day. Mr. H. Willard opened the City Museum to-night, with Miss Kimberly as the star; Robert Jones, stage manager. Among the engagements we hear of Messrs. Conrad Clarke, John Berry, Clara Wilkinson, (Lawrence), T. J. Worrall, Lingham, Clifford, Stewart, Hensley, Sandford, Page, Van Horn, Johnson, Williams, Hancock, Mrs. Ada Henry, Mrs. Kinsley, Mrs. Lucy Carter, Mrs. Julia Mills, Miss A. Irving, Mrs. Hackett, Misses Price, L. Cooper, K. Cooper, Astor, Phillips, and Miss Josephine.

BALTIMORE—Mr. Mardoch has been playing at the Museum, where Mrs. C. Howard will soon appear. The Front street theatre is occupied by Stickney's circus.

WASHINGTON, D. C.—The great event in Washington theatricals—the performance of the "School for Scandal"—with the two Placides, Murdoch, Wallace, Jr., Bass, J. Jefferson, &c., in the cast, came off on Monday. The company did not arrive till 6 P. M., and had no rehearsal, but the performance is said to have been very good. The prices ranged from fifty cents to \$2.50, and we hear that Mr. Jarrett cleared \$1,000 by the operation. This week he has the Opera—part of the Academy troupe—for two nights.

BOSTON—We hear that the Boston theatres are not doing a brilliant business. "The Tempest" at the Boston draws fair houses. The Boston Herald of Friday says:—

The posters for the Boston theatre, yesterday, announced a "fashionable night," and the small bills, with the name of the company, were done on elegantly plaid tinted paper, and the names of the actors were printed in gold. The posters for the Boston theatre, yesterday, announced a "fashionable night," and the small bills, with the name of the company, were done on elegantly plaid tinted paper, and the names of the actors were printed in gold.

Some of the Continental journals speculate upon the re-opening of the Vienna Conference, while others seem very positive that Russia will consent to nothing which she has hitherto rejected. The London News, in reference to Count Esterhazy's mission, says:—"Blessed be he who expects nothing, for he will not be disappointed!" The Paris correspondent of the London Times likewise expresses the existence of strong doubts of the acceptance of the negotiations by the Emperor. In his letter of the 17th ult., this correspondent alludes to a difference which exists between the Emperor and the English government, relative to the conditions on which they would make peace with Russia, and says that rumor mentions the name of the Duke of Sardinia as the principal promoter of the arrangement of the difficulty.

Count Esterhazy's instructions are to return immediately to Vienna, in the event of the propositions of Austria not being accepted by the Russian government. The *Invalide Russe* announces that Kara was surrendered to Gen. Mouravieff on the 26th November. The *Muehr*, *Wassil Pasha*, eight other Pashas, Gen. Williams and the entire garrison, are prisoners of war.

Goltsman's Messenger states that the park of artillery at Kara, when it surrendered, numbered 120 field pieces and a few heavy guns. The garrison is believed to have been about 10,000 men. The details between Kara and Erzerum are held by Russians.

The *Military Gazette* of Vienna of the 9th ult. says:—"Gen. Babotoff has established his headquarters at Kulsai, and intends shortly to resume the offensive against the Turkish army of Anakles and Redoubt Kalik. The Russian army has good winter quarters in the valleys, and the army is abundantly supplied with all it requires by the populations of Armenia. The Commissariat paying cash for all they receive."

It was asserted at Constantinople that Redoubt Pasha had recovered his influence there. Captain Maussion de Canle, Captain de Valaison of the French army, has been appointed director of the fort of Kamschid.

In the Crimea snow continued to fall. It was confirmed that next spring the English army of the East will consist of six divisions, and will be divided into two corps d'armee, commanded by Generals Campbell and Eyre.

Great arrangements were already being made in the Baltic ports for victualing and providing the necessary supplies for the British fleet next spring. Contracts have also been made in Sweden for the French fleet, and it was reported also for an accompanying army.

From Russia we learn that the greatest difficulty was experienced in maintaining the paper money in circulation. The patriotic gifts towards the expenses of the war are chiefly made in paper, so that the Treasury gets the notes returned to it.

In consequence of the impression entertained respecting the negotiations for peace, the money slightly improved on the 13th. Consols rose one quarter per cent, which was maintained throughout the day. A reaction took place the following day, and at the close the quotations were—Consols, 89 1/2 to 89 3/4; bank stock, 209 to 210.

Foreign securities were steady, the transactions having been generally limited.

The corn market continued without any signs of recovery, and to effect sales a further call of 12, was obliged to be made.

In the Liverpool cotton market the demand on the 13th December was limited, and the sales did not exceed 16,000 bales—1,600 on speculation and for import. Prices were without change.

The British Post Office Secretary has issued the following notice:—"In consequence of the great expense which is incurred in conveying newspapers in mails across the isthmus of Panama, it is found necessary, in order to cover the pecuniary cost of this service, to levy, in addition to any postage now chargeable, a transit rate of 2 1/2 pence every paper forwarded in the British mails by that route. The following is a table of the rates which will in future be chargeable on the newspapers in question, and it must be observed that such rates are in all cases required to be paid in advance:—For any British colony, via Panama, 10 pence; for any foreign country, via Panama, 10 pence; for any foreign country, via California and Oregon, when not specially addressed via the United States, 3d.

ROWLAND HILL, Secretary.

The London Times of December 18 says:—"We regret to state that Mr. Rogers, the poet, died this morning, at half past eight, at his house in St. James' Palace, in the presence of Dr. Beattie and Mr. E. F. Maitland."

ARRIVAL OF THE ARAGO.

FOUR DAYS LATER FROM EUROPE.

Treaty Between Sweden and the Western Powers.

The Despatch of the Peace Ultimatum of Austria to Russia.

MISSION OF COUNT ESTERHAZY TO ST. PETERSBURG.

Will Russia Accede to the Terms Proposed?

The Surrender of the Garrison of Kara to the Russians.

Nine Pashas and Sixteen Thousand Men Prisoners of War.

Strong Position of the Russians in Asia Minor.

Great Preparations for the Spring Campaign in the Crimea and Baltic.

Contemplated Emancipation of the Russian Serfs.

Death of Rogers, the Poet, and of Colonel Sibthorp.

INTERESTING FINANCIAL INTELLIGENCE.

STATE OF THE MARKETS, &c., &c., &c.

The United States mail steamship Arago, Captain Lines, arrived yesterday afternoon from Havre and Southampton, with European news and mails dated to the 10th of December.

The royal mail steamship Canada arrived at Liverpool from Boston on the 16th ultimo.

The United States mail steamship reached Southampton on the 17th ult., and sailed for Bremen the following day.

It is stated by the Hamburg correspondent of the London News that the King of Sweden has ratified a treaty with England and France. The two allied powers guarantee the territorial integrity of Sweden, and the latter engages not to alienate any part of its territory to Russia. The high contracting parties engage to communicate mutually and reciprocally all propositions coming from Russia.

Rumors of peace were still in France and England, and it seemed certain that both Russia and Austria were aware of the fact. A separation between France and England was not to be thought of; and if the latter has consented to forego any conditions which she may have insisted upon, it is to be supposed that she has had in view, it is said, to "make out of the defence for her faithfully than from any conviction of her own as to the necessity of the sacrifice." Count Esterhazy left Vienna for St. Petersburg on Sunday, the 16th, with important despatches containing propositions for a pacification. This document is unambiguously distinct; and it is stated to be the intention of Austria, in the event of a refusal of her ultimatum by the Emperor, to withdraw her ambassadors from St. Petersburg.

Some of the Continental journals speculate upon the re-opening of the Vienna Conference, while others seem very positive that Russia will consent to nothing which she has hitherto rejected. The London News, in reference to Count Esterhazy's mission, says:—"Blessed be he who expects nothing, for he will not be disappointed!" The Paris correspondent of the London Times likewise expresses the existence of strong doubts of the acceptance of the negotiations by the Emperor. In his letter of the 17th ult., this correspondent alludes to a difference which exists between the Emperor and the English government, relative to the conditions on which they would make peace with Russia, and says that rumor mentions the name of the Duke of Sardinia as the principal promoter of the arrangement of the difficulty.

Count Esterhazy's instructions are to return immediately to Vienna, in the event of the propositions of Austria not being accepted by the Russian government. The *Invalide Russe* announces that Kara was surrendered to Gen. Mouravieff on the 26th November. The *Muehr*, *Wassil Pasha*, eight other Pashas, Gen. Williams and the entire garrison, are prisoners of war.

Goltsman's Messenger states that the park of artillery at Kara, when it surrendered, numbered 120 field pieces and a few heavy guns. The garrison is believed to have been about 10,000 men. The details between Kara and Erzerum are held by Russians.

The *Military Gazette* of Vienna of the 9th ult. says:—"Gen. Babotoff has established his headquarters at Kulsai, and intends shortly to resume the offensive against the Turkish army of Anakles and Redoubt Kalik. The Russian army has good winter quarters in the valleys, and the army is abundantly supplied with all it requires by the populations of Armenia. The Commissariat paying cash for all they receive."

It was asserted at Constantinople that Redoubt Pasha had recovered his influence there. Captain Maussion de Canle, Captain de Valaison of the French army, has been appointed director of the fort of Kamschid.

In the Crimea snow continued to fall. It was confirmed that next spring the English army of the East will consist of six divisions, and will be divided into two corps d'armee, commanded by Generals Campbell and Eyre.

Great arrangements were already being made in the Baltic ports for victualing and providing the necessary supplies for the British fleet next spring. Contracts have also been made in Sweden for the French fleet, and it was reported also for an accompanying army.

From Russia we learn that the greatest difficulty was experienced in maintaining the paper money in circulation. The patriotic gifts towards the expenses of the war are chiefly made in paper, so that the Treasury gets the notes returned to it.

In consequence of the impression entertained respecting the negotiations for peace, the money slightly improved on the 13th. Consols rose one quarter per cent, which was maintained throughout the day. A reaction took place the following day, and at the close the quotations were—Consols, 89 1/2 to 89 3/4; bank stock, 209 to 210.

Foreign securities were steady, the transactions having been generally limited.

The corn market continued without any signs of recovery, and to effect sales a further call of 12, was obliged to be made.

In the Liverpool cotton market the demand on the 13th December was limited, and the sales did not exceed 16,000 bales—1,600 on speculation and for import. Prices were without change.

The British Post Office Secretary has issued the following notice:—"In consequence of the great expense which is incurred in conveying newspapers in mails across the isthmus of Panama, it is found necessary, in order to cover the pecuniary cost of this service, to levy, in addition to any